

For EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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FOR 1909.
Complete Edition ... \$10.00
Small 6.00
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to the Local Booksellers.

No. 16,048. 號八十四零千六萬一第 日五十月八年元統宣 HONGKONG, TUESDAY, SEPTEMBER 28TH, 1909. 二拜禮 號八十二月九年九零百九千一英港香 PRICE, \$3 PER MONTH.

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CO. LIMITED.

[a40-1-4]

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THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.

SINGLE and DOUBLE ROOMS To Let
with or without Board.

O. E. OWEN,
Proprietor.

[a692]

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PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a827]

PEAR TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAY.
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAY.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

NOTICE.

WE beg to inform our Lady Customers
that our Establishment will be
CLOSED at 6 P.M. every day, commencing
from 15th September, for one month only,
owing to our FASTING HOLIDAYS.

HOOSAIN-ALI & Co.,

14, Queen's Road Central.

Hongkong, 15th September, 1909. [41]

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(Co-efficient 18/20)

The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 18/20 TIMES
more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST on
TYPHOID GERMS. Certificate of strength given to each buyer. NON-POISONOUS
and NON-IRRITANT to HUMAN and ANIMAL LIFE. NON-CORROSIVE.
ONE GALLON will make 400 GALLONS of Efficient Disinfectant.

PERFECT EMULSION IN WATER.
PRICE ... \$ 3.00 PER 1 GALLON DRUM.
" ... \$12.50 " 5 GALLON DRUM.
" ... \$ 2.50 " 1 GALLON IN BULK.

PEARSON'S SAPONIFIED CRESOL

Co-efficient 10; IN 1 GALLON DRUMS. } To be obtained from usual Dealers.
" 5; IN 1 " " " } Prices on application.

Ask other Manufacturers of Fluids for a GUARANTEE of the "GERMICIDAL"
STRENGTHS of their products (in relation to Pure Carbolic Acid) under the
STANDARD TEST on TYPHOID GERMS, and then compare the result with our
HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the
true value of a GENUINE DISINFECTING FLUID.

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FOR PEARSON'S ANTISEPTIC CO., LD. [a1133]



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A PURE,
DISTILLED TABLE WATER
IN
QUARTS, PINTS AND SPLITS.

TELEPHONE No. 75.

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Hongkong, 1st September, 1909. [a35]

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WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY ★ ★ ★ ★

" ★ ★ ★

WHISKY, PALL MALL

" JOHN WALKER & SONS'

OLD HIGHLAND

" C. P. & CO.'S SPECIAL

BLEND

PORT WINE, INVALIDS

" DOURO

" SHERRY, LA TORRE

" AMOROSO

" BENEDICTINE, D.O.M.

PRICES

ON

APPLICATION.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

[a51]

NOTICE!

THE NEW LIQUOR DUTIES!

LANE, CRAWFORD & CO.

HAVE NOT ADVANCED THEIR PRICES OF LIQUORS, AND
WILL NOT DO SO UNTIL THEIR EXISTING STOCKS ARE
EXHAUSTED.

REGULAR RETAIL CUSTOMERS

will be supplied at old rates until further notice.

WHOLESALE QUANTITIES CANNOT BE SUPPLIED.

LANE, CRAWFORD & CO.

Hongkong, 23rd September, 1909. [a35]

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17, QUEEN'S ROAD, CENTRAL.

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PHOTO GOODS of all descriptions,
EASTMAN KODAK FILMS.

&c. &c.

DEVELOPING & PRINTING

A SPECIALITY.

[a809]

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S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN G. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES ... APRIL 16TH.
LONDON ... APRIL 23RD.

FARES TO LONDON—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.
2ND " £48.8 " £72.12 "

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E. A. HEWETT,
SUPERINTENDENT.

[1075]

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Franco-British Exhibition has been awarded to



"WHITE HORSE"
WHISKY.

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LAGAVULIN DISTILLERY, ISLAY.

Estab. 1742.

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OR FROM THE

SOLE AGENTS.

LANE, CRAWFORD & CO.

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused our price. [a34]

C. LAZARUS & CO.,

60 & 61, BENTINCK STREET,

CALCUTTA.

BILLIARD TABLES

Manufactured in CALCUTTA of TIMBER which has been

THOROUGHLY SEASONED.

CATALOGUE AND PARTICULARS ON APPLICATION.

C. LAZARUS & CO., CALCUTTA.

[a353-1]

NOTICE.

HAVING been appointed AGENTS in
Hongkong for the WESTERN ASSURANCE
COMPANY, we are prepared to accept approved
European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

INSURANCES

NORTH-BRITISH AND MERCHANT
MARINE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
£19,121,310.

I. Authorized Capital ... £25,000,000
Subscribed Capital ... £2,275,000
Paid-up Capital ... £2,275,000
II. Fire Funds ... £2,275,000
The Underwritten AGENTS for the above
Company are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [908]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.

SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Horses and Bicycles
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 55SG. at \$4.37 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [825]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
1674]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.

Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1906. [a998]

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APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: "A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
[a45]

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone, No. 690.
Apply to— MRS. F. W. WATTS.
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

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SHAMEN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTER OF PRATA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.

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THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
Most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
[a96] THE MANAGER.

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DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS
Situating in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE
M. MAILLE Proprietors.

THE DAIRY FARM CO., LTD.

BUTTER.

"HONEYSUCKLE" brand, \$1.00 per lb.
"DAISY" brand ... 80
"DAIRYMAID" brand ... 70
"BUTTERCUP" brand ... 65

[563]

INTIMATION

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LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

CLARET

	Per Case	Per Case
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ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.00	14.00
CHATEAU HOUTBRON		
LARRIVET	19.00	20.00
CHATEAU MOUTON		
D'ARMAILHACQ	23.00	24.00
CHATEAU PONTET		
CANET	25.00	—
CHATEAU LA TOUR		
CARNET	30.00	—
CHATEAU RAUZAN	44.00	—
CHATEAU LAFITE	50.00	—

The above Clarets, imported from the well known firm of CHAS. RANCOURT ET FILS, are of exceptional value, and guaranteed to be the genuine product of the Juice of the Grape.

Clarets from the celebrated Chateaux above mentioned are too well known to connoisseurs to need further comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.
LIMITED.ALEXANDRA BUILDINGS
AND KOWLOON DISPENSARY.

Hongkong, 8th September, 1909. [29]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
Telegraphic Address: PRESS.
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P. O. Box, 84. Telephone No. 12.

MARRIAGE.

On the 27th instant, before H.M.'s Consul General, YOKOHAMA, FREDERICK CHARLES MARION HUNTER, of Hongkong, to ANNIE daughter of Mr. ARTHUR FRASER, Chaplain, Park, London. (1248)

HONGKONG OFFICE: 10A, DES VREUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 28TH 1909.

THE welcome which was officially extended to LORD KITCHENER on his arrival in the Colony yesterday was one in which the whole of the British population of the Colony would have delighted to participate, for, it is unnecessary to say that here, as in every other part of His Majesty's dominions, there is nothing but sincere admiration for his splendid achievements as a soldier on the field of battle and his conspicuous abilities as a statesman in the Council Chamber. On vacating the Chief Command in India, where he has rendered services to the Crown which cannot be too highly appraised, LORD KITCHENER has in conformity with the wishes of His Majesty's Government, accepted the position of High Commissioner and Field Marshal, commanding in the Mediterranean. At the same time he is promoted by His Majesty to the rank of Field Marshal, at the age of fifty-nine. LORD KITCHENER entered the Royal Engineers in 1871, but not until twelve years after he joined the Army did he receive his company and then distinction followed quickly. In two years, for services in Egypt with which his name will ever be associated, he was promoted successively major and lieutenant-colonel, and three

years later, in 1888, he was given full rank. He became Sirdar of Egypt in 1890, and eight years later, after he had broken the Khalifa's power at Omdurman, was raised to the Peerage and granted £30,000 with thanks of Parliament. His success in South Africa and as an administrator in India are within public recollection. LORD KITCHENER is now proceeding to Japan to represent the King and British Army at the grand manoeuvres in November, but in the meantime His Lordship will make a tour in North China, visiting especially the scenes of the titanic struggle between Russia and Japan in the provinces of Manchuria. After the manoeuvres in Japan, LORD KITCHENER, at the request of the Governments of Australia and New Zealand, will visit the Commonwealth and the Dominion to inspect their troops, and to advise as to the best way of giving effect to certain proposals for the development of their military forces which have been discussed at the Imperial Conference in London. Afterwards he will return home to take up his new command.

Though this new appointment has not been without its eulogists in the Home Press, it is not too much to say that it has astonished and mystified the British public, for the post which was created two years ago in favour of the Duke of CONNAUGHT has been regarded as a sinecure, and this view has quite recently been strengthened by the statements in the papers representing that the Duke had resigned the appointment for that very reason, viz. that he had nothing to do. But we cannot conceive that this is to be the unpropitious lot of our ablest soldier. Military writers, however, seem completely at a loss to explain the meaning of the appointment; and the best shot the "Times" military correspondent has been able to make is that "he will be in a specially favourable position to organise, and, if need be, to direct, the British forces which exist in, or might gravitate to, the Middle East. It is in the ideas unfolded in the Defence Conference in this sense that one must seek the inner meaning of the appointment." Just so. But what are these ideas? This veiled statement suggests that some extensive plans in connection with the Mediterranean are being hatched; if so, it means a complete reversal of recent policy, which has been one of reducing both the naval and military forces there, and therefore the conjecture must be taken with some reserve. Nothing will probably transpire with regard to the intentions of the Government until LORD KITCHENER takes up the appointment, but it is recognised by all writers that if some important scheme of organisation is not already intended, LORD KITCHENER will speedily create one, for not even the baton of a Field Marshal coupled with a seat on the Defence Committee would reconcile LORD KITCHENER to the occupation of a sinecure. It has been aptly remarked that Malta, five days' distance by land and eight by water, does not seem to be ideal headquarters for an officer who is to take an active and useful part in the higher councils of the Government as a member of the Defence Committee, and to have, as President of the Selection Board, a chief voice in army promotion. That, however, is only an additional reason for thinking that the appointment of High Commissioner of the Mediterranean is not to be for LORD KITCHENER the sinecure that H. R. H. the Duke of CONNAUGHT has found it to be in the past two years.

The fortnightly meeting of the Sanitary Board took place this afternoon. The agenda is smaller than usual.

A Portuguese bluejacket was fined \$8 at the Magistracy yesterday for having been drunk and disorderly in the Naval Canton.

A Russian woman whose name was given as Sarah Smith was at the Magistracy yesterday fined \$5 for disorderly conduct in the street.

The only case of communicable disease notified in the Colony last week was a Chinese case of enteric fever in one of the outlying districts.

Cholera seems to be very prevalent in Manchuria and in Korea. Seoul, Newchwang and Antung appear to have a great number of cases.

A robbery was committed in Li Yuen Street on Sunday. Thieves gained an entrance to a store by opening the door with a key which they had obtained to fit the lock and stole pieces of goods to the value of \$300.

The Japanese Army Department has appointed a Preparation Committee to make arrangements for a fitting reception being given to Field Marshal Lord Kitchener, who is expected to arrive at Tokyo on 2nd November via China.

Five men, all waiters, appeared before Mr. Wood yesterday afternoon charged with the murder of another waiter. They were all employed in a restaurant in Des Vreux Road and quarrelled, and the deceased received injuries which caused his death.

The repairs which were found to be necessary to the Library of the City Hall, have now been completed, and the Library is open to the public.

An interesting case came before Mr. Wood at the Magistracy yesterday when a dealer in old iron was summoned for having been in unlawful possession of a boat slip valued at \$250. He was found towing it to his premises at Hungshom. He stated that he had a permit to recover wreckage, and the hearing was adjourned until Friday.

An extensive robbery was committed at Lantau Island on Sunday. Seven men entered a village in the centre of the island and made a raid on a house occupied by an old man and his son. Armed with poles the robbers intimidated the inmates and took away \$87 in money and a large collection of valuable jewellery and clothing, the total value amounting to \$1,000.

His Grace the Archbishop Ambrose Agius, O.S.B., the Apostolic Delegate of the Philippine Islands, who has expressly come to Hongkong to meet Lord Kitchener, his old friend, has kindly consented to deliver a lecture in the Reading Room of the Catholic Union on Thursday at 7 p.m., to which the public is cordially invited. The Archbishop is the guest of the French Procurator. After his visit to Macao and Canton he will return to the Philippines. Yesterday he returned the visit of His Lordship Bishop Pozzoni and visited the St. Joseph's English College. In his honour a half-day holiday was granted to the pupils.

Last night the congregation of St. Andrew's Church, Kowloon, had an opportunity of becoming better acquainted with their new vicar, the Rev. H. O. Spink, who was formally inducted the previous day. A conversation was held at the British School, and a large number of members and friends were present on the joyous occasion. There was a pleasing informality about the proceedings, and the success of the gathering could not be doubted. His Lordship the Bishop of Victoria introduced the new vicar in a speech of welcome, and Mr. Spink's reply was listened to with great interest. A glass party, led by Mr. Frost, gave a number of contributions and other musical items added to the evening's pleasure.

As the absence of H. E. the Governor from the Interport Carnival, held under the auspices of the Victoria Recreation Club, occasioned some comment, we may mention that His Excellency's absence was due to no want of interest in the event. It was Sir Frederick Lugard's intention to have been present on Saturday, but as he was entertaining the late Governor of Macao and suite at luncheon, and afterwards had an interview on an urgent matter with the Director of Public Works, which lasted until 7.30 p.m., His Excellency's absence from the carnival was quite unavoidable. Captain Taylor, A.D.C., the same evening wrote to Mr. Frank Lamport giving this explanation, and saying how sorry His Excellency was not to have been present at the Interport Aquatic Sports which Mr. Lamport and his Committee had so zealously arranged.

A Roman Catholic missionary has been killed by Hungtutes in Manchuria. It was on the 27th ult. that Rev. Pere Saffroy, of Tientsin, quitted that place for Pih Mien Chang. The first part of the journey he went by rail, and the rest was undertaken by road in a cart. The Father was, it appears, in Chinese garb, and as he went in his cart it chanced he was followed by a number of Chinese soldiers. This gave him the appearance, to those at a distance, of a Chinese bandit. It is assumed, at any rate, that this is the impression that was conveyed to some Hungtutes who were in-hiding in the kooling along the roadside. Taking the occupant of the cart to be a Chinese official, they fired at and wounded the Rev. Father Saffroy in the head. This occurred on the road to Pih Mien Chang. The victim was taken home again by the driver of the cart and by the Rev. Pere Maillard, of Pih Mien Chang, who had been advised of the occurrence by the Chinese soldiers. The wound was treated on the spot, but the injured man remained unconscious. The injury to the brain had produced paralysis. It was then resolved to send him to Tientsin, where, when he was placed under the care of Dr. Robin and Dr. L'homme at the French Hospital, in spite of all they could do, the patient was past hope of recovery.

The death of an old woman who was knocked down by a truck and received injuries to which she succumbed was the subject of an inquiry at the Magistracy yesterday. Mr. Haveland, sitting as coroner, conducted the inquiry, and the jurors were Messrs. C. A. Warren, A. C. Putley, and E. G. Smith. It appeared from the evidence that when one of Watson's trucks laden with aerated water bottles turned a corner from Canton Road there was a crowd of people in the way. They all moved out of the way with the exception of an old woman, who was knocked down and whose foot was injured by a wheel passing over it. She was taken to Watson's dispensary, where her wound was dressed. When the police sought to interview her they found that she was so deaf that even with the aid of a megaphone it took them over ten minutes to ascertain her name and age. She died in hospital. The jury wished to know if it was not compulsory for trucks to have brakes in Kowloon, but Inspector Langley informed the Court that the authorities did not consider that it was necessary that they should have brakes in Kowloon. His Worship asked the jury to consider whether death was the result of an accident or of negligence. The jury found that death was due to misadventure, and added a rider to the effect that in their opinion trucks on the Kowloon side should be equipped with brakes.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894]

["DAILY PRESS" EXCLUSIVE SERVICE.]

KOREAN RESIDENT-GENERAL CRITICALLY ILL.

Tokyo, September 27th.

Viscount Sono, the Resident-General of Korea, is critically ill, and it is probable he will resign office.

FLOODS IN JAPAN.

Tokyo, September 27th.

The Tokaido railway traffic to Tokyo has been greatly interfered with as the result of torrential rains; whole regions being submerged.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

THE GERMAN SUPER-DREAD-NOUGHTS.

London, September 27th.

The first German super-Dread-nought was launched at Kiel on Saturday.

The two sister ships will be launched during the winter, and will be commissioned in 1911.

ACCIDENT TO A FRENCH MILITARY BALLOON.

London, September 27th.

Owing to the bursting of the gasbag of the French military dirigible balloon, the "Republique," it fell a distance of one hundred metres near Moulin Alber. Four of the crew were killed. H.M. the Kaiser sent his condolences.

LARGE BRITISH LOAN TO RUSSIA.

London, September 27th.

The "Daily Telegraph" states that a British Syndicate is negotiating an advance of £25,000,000 to Russia in return for a concession to work the existing railways and exploit the minerals and forests in North Caucasias for a long term.

THE TRIPLE ALLIANCE.

London, September 27th.

The Vienna semi-official newspaper "Freundblatt" states that the visit of Herr Hollweg, the German Chancellor, to Vienna has strengthened the policy of the alliance which has been pursued by Austria and Germany for three decades, as well as their relations with the third ally as an immovable basis of their European policy. The relations with Italy, which are based thereon, continue with their old certainty and trustworthiness; recent events being quoted in proof thereof.

THE KIUKIANG BOYCOTT.

The following is a translation of a proclamation by the Shanghai Tsoai which has been placed in Shanghai:

PROCLAMATION.
On September 11, 1909, I received a dispatch from Mr. Barton, Acting British Consul-General, in the following terms:—"Recently a consignment of five bales of cotton was shipped to Kiukiang by a British steamer and delivery was taken by the consignee without any difficulty. However, the Kiukiang Chamber of Commerce on hearing of it sent for the consignees and ordered them not to ship goods to Kiukiang by British steamers in the future. The Chinese Shippers' Guild of Shanghai on learning of this action of the Kiukiang Chamber of Commerce are afraid to ship goods by British steamers to Kiukiang. I am now in receipt of a telegram from H. B. M.'s Minister at Peking stating that the Waiwupu have telegraphed to the Provincial Authorities instructions for the cessation of the boycott against British steamers; how then can the Kiukiang Chamber of Commerce, which is a body under official sanction, issue instructions contrary to those of the Central Government?"

In addition to replying to the above it becomes my duty to issue a proclamation; and all you merchants of Shanghai are hereby notified that from this date onward you must be careful not to indulge in unfair discrimination against British steamers, and so friendly relations will be strengthened.

ARRIVAL OF LORD KITCHENER.

For some time now Hongkong has been interested in Lord Kitchener, and when that gallant soldier set foot on our island home yesterday that feeling of interest was demonstrated by the large crowds which had assembled to catch a glimpse of the man who has done so much for the Empire. His Lordship was a passenger on the M. M. Sydney, which left Saigon on Friday night and was expected to reach here yesterday afternoon. About eleven o'clock the gun fired from the Peak Signal station indicated that the steamer was in sight. H. E. the Governor and H. E. Major-General Broadwood went out in a private launch to welcome the distinguished visitor. After a brief greeting on the vessel as it came to a standstill near Green Island, to allow of the mails being taken off, Their Excellencies returned to Statue Wharf, H. E. the Governor proceeding to Government House, and H. E. the General to Blakes Pier to await Lord Kitchener's arrival. His Lordship, wearing a light lounge suit and a topi, came ashore in the Victoria accompanied by his private secretary and Captain Mitchell Taylor, A.D.C. to H. E. the Governor. Here he was met by His Excellency Major-General Broadwood, and after shaking hands with him he greeted Commodore Lyon. Thereafter a number of officers were introduced to him, among the number being Colonel Chamier, Colonel Bayard, Colonel Bedford, Colonel Grant, Lieut.-Colonel Chapman (H.K.V.C.), Captain Marceau (H.M.S. Kent), Commander Heard (H.M.S. Cadmus), Major Hart, Synott, Commander Barret (Clio), Commander Penfold (H.M. Naval Dockyard) Lieut. Beckwith, and Rev. Dallas Jones. A guard of honour consisted of fifty rank and file of the Buffs under the command of Captain Barker received his Lordship with a salute, which was accompanied by musical honours played by the band. Having inspected the guard of honour he and his aide-de-camp entered chairs and were conveyed to Government House, being escorted by a posse of police. Last night his Lordship was entertained to an official dinner at Government House, after which he returned to Mountain Lodge, where he spent the night. To-day he will lunch with Sir Paul Chater and afterwards view his wonderful collection of Chinese porcelain at Marble Hall, and at 8 p.m. he will dine with the Royal Engineers. At 10 o'clock he will embark on the night steamer for Canton, where he will arrive at 5 o'clock next morning. He will spend Wednesday in Canton, staying for the night at the British Consulate-General. On Thursday morning at eight o'clock he will leave Canton on board a torpedo boat destroyer. He will board the s.s. Himalaya at 4.30 en route for Shanghai.

Dr. Cook describes his approach to the North Pole as follows:—"Slowly but surely we neared the turning point. Good astronomical observations were daily secured to fix advancing stages. They steadily improved, but still there was a depressing monotony of scene and life—no pleasures, no spiritual recreation, nothing to relieve the steady physical drag of chronic fatigue. "But there came an end to this, as to all things. On April 21 the corrected altitude of the sun gave 59deg. 59min. 46sec. The Pole therefore was in sight. We advanced the 1400, made supplementary observations, and prepared to stop long enough to permit a double round of observations. At last the flag had been raised to the breezes of the North Pole. The day was April 21, 1908. The sun indicated local noon, but time was a negative problem, for here all meridians meet. With a step it was possible to go from one part of the globe to the opposite side—from the hour of midnight to that of midday. The latitude was 90deg., the temperature 38deg. below zero Centigrade, the barometer 28.85. North, east, and west had vanished. It was south in every direction. But the compass pointing to the Magnetic Pole was as useful as ever."

Dr. Cook and his companions turned their backs on the Pole on April 23 and began the long return march, counting on a continued easterly drift. The course was forced further west. Long distances were at first covered, but below the 87th parallel the character of the ice changed very much. The food supply was daily becoming reduced, and it was evident that there would be a final battle with famine and frost. Violent gales arose, but with starvation ahead they could not wait for better weather. On May 24 they had reached the 84th parallel near the 97th meridian. Food for man and dog was reduced to a three-quarter ration, and at the end of a struggle for many days they found themselves far down in Crown Prince Gustav Sea. A few bears and an occasional bird were killed for food. The frost of early September stopped progress, and they lay in the snow-ground on until January 1909. On February 11 a start was made for Anaktok. The shores of Greenland were reached on April 15, and Upernivik on May 21, 1909.

HONGKONG FOOTBALL LEAGUE.
FIRST DIVISION.
LIST OF FIXTURES.

Date.	Match.	Ground.
Oct. 9	H.K.F.C. v. R.E.	H.K.F.C.
	K.F.C. v. R.G.A.	K.F.C.
	Buffs v. N.Y.F.C.	Military.
15	N.Y.F.C. v. K.F.C.	Naval.
	R.G.A. v. H.K.F.C.	Military.
	Buffs v. R.E.	Undecided.
23	H.K.F.C. v. Buffs	H.K.F.C.
	K.F.C. v. R.E.	K.F.C.
	R.G.A. v. N.Y.F.C.	Military.
30	R.E. v. R.G.A.	Naval.
	N.Y.F.C. v. H.K.F.C.	Naval.
	Buffs v. K.F.C.	Undecided.
Nov. 6	H.K.F.C. v. K.F.C.	H.K.F.C.
	Buffs v. R.G.A.	K.F.C. or Naval.
	R.E. v. Naval	Military.
13	N.Y.F.C. v. R.G.A.	Naval.
	Buffs v. H.K.F.C.	Military.
20	H.K.F.C. v. N.Y.F.C.	H.K.F.C.
	K.F.C. v. Buffs	K.F.C.
	R.G.A. v. R.E.	Military.
27	N.Y.F.C. v. Buffs	Naval.
	R.E. v. K.F.C.	Military.
Dec. 4	H.K.F.C. v. R.G.A.	H.K.F.C.
	K.F.C. v. N.Y.F.C.	K.F.C.
	R.E. v. Buffs	Military.
Dec. 11	N.Y.F.C. v. R.E.	Naval.
	R.G.A. v. K.F.C.	Military.
Dec. 18	K.F.C. v. H.K.F.C.	K.F.C.
	R.G.A. v. Buffs	Military.
Jan. 1	R.E. v. H.K.F.C.	Military.

THE NORTH POLE.

DR. COOK'S ACCOUNT OF HIS JOURNEY.

The account of Dr. Cook's reported discovery of the North Pole, telegraphed by the explorer to the New York Herald, says:—"After a long struggle against hunger and cold, we have at last succeeded in reaching the North Pole. A new route, interesting from the point of natural history, was followed by us. We found districts thickly inhabited by big game, which will extend the sporting territories of Eskimos as well as of European sportsmen. We discovered a land on which are the northernmost rocks of the world. We have reclaimed a triangle of 30,000 square miles of unknown land. It was at the end of a summer cruise in Arctic waters that the expedition was decided upon. Our yacht, the *Bradley*, reached the limit of navigable waters, in Smith Sound, towards the end of August, 1907. There conditions appeared favourable to us for beginning an expedition to reach the Pole. Mr. John Bradley furnished us generously with provisions taken from the yacht's stores. The outfit that I had taken with me, to be ready for anything, turned out to be sufficient for the whole of an Arctic voyage. Many Eskimos had gathered on the shores of Greenland, at Anaktok, for a bear hunt which had been planned for the winter. They had already collected a great quantity of meat, and healthy dogs were running about the camp in large numbers. This combination of circumstances was a stroke of luck for us, as we found everything necessary for the equipment of the expedition. We were planning—expert assistants, draughtsmen, and a word, all that we required, and that at a point only 700 miles distant from the Pole. Thanks to the assistance spontaneously offered by this little tribe of 250 members, a house and a workshop were speedily built out of packing cases, and we at once set to work to study the conditions of the problem which we were intending to solve. "Before the end of the long Arctic night we were ready to start. Our plan, which we had thought out with the utmost care, was to make a way by Grinnell Lund, following the west coast as far as the Polar Sea. Shortly after the Polar midnight we left. We sent scouting parties along the American coast to seek a road and find out the parts frequented by game. Their mission was only partially successful, owing to storms which darkened the skies. This was January. On February 19, 1908, at sunrise, the body of the expedition started for the Pole. This party consisted of 11 men and 103 dogs, drawing 11 heavily-laden sledges, all left the coast of Greenland to advance westwards over the lumpy ice of Smith Sound. The obscurity of the long Arctic night was only dispelled for a few hours daily; the cold was severe, and we felt like especially when crossing the heights bordering Ellesmere Sound. The temperature fell to 38deg. below 0deg. Centigrade. Several dogs were frozen and the men also suffered cruelly. But we soon found tracks worn by large game, which provided us with an easy road across the frozen Sound, as far as Land's End. In the course of the march we killed 101 musk oxen, seven bears, and 335 hares. On March 18, we began our journey of the Polar Sea, starting from the northernmost point of Heiberg Island. From this spot Eskimos took the road back, with four of our men, 46 dogs, and rations for 80 days."

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WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"On the 27th at 12.15 p.m.—The barometer has fallen slightly over Japan, and risen moderately to considerably over the China coast, the Loochoos and the Philippines. A shallow depression lies over Central Japan, and another one over the N.E. part of the Sea of Japan. Pressure is high over the Pacific between the Philippines and the Bonins, and over N. China. The returns from Indo-China are not in hand. Moderate N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood {E. winds, mod'to fresh; fair.
N.E. winds.
Formosa Channel {moderate.
South coast of China between {Same as No. 1.
Hongkong and Loochoos.
South coast of China between {Same as No. 1.
Hongkong and Hainan.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Skin Charmante, Laft Charman and Special Skin Tonic and Poudre Charman, will enable you to do it. Her Specialties for the Skin are the study of lifetime. A. S. Watson & Co. Ltd. Sole Agents.

THE RAILWAY SENSATION.

THE CASE AGAINST MR. BUTLER WRIGHT.

YESTERDAY'S PROCEEDINGS AT CANTON.

At H. B. Majesty's Consular Court at Canton yesterday, before Mr. Laurence, J. J. Connel, and an additional Judge sitting as Police Magistrate, William Butler Wright, chief accountant of the Canton-Kowloon Railway, was indicted on charges of embezzling the sums of \$5,000 and \$13,000, the property of his employers. The information was laid by Mr. Frank Grove, engineer-in-chief of the Canton-Kowloon Railway.

Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) assisted by Mr. W. C. L. Shenton, of the same office, prosecuted, and Mr. J. C. B. Douglas, of Shanghai, appeared for the defence.

Mr. Looker, in opening, said the warrant under which the defendant was arrested in effect charged him with fraudulent conversion of two cheques for \$5,000 and \$13,000. The statute under which the prosecution was brought was the Larceny Act of 1901. That was the Act which provided that any person who fraudulently converted to his own use or benefit any monies in his hands should be guilty of a misdemeanour. In the preliminary inquiry he understood that it was in His Worship's province to frame charges with the view to the commitment of the defendant for trial. He had made out and handed to His Worship the charges which the prosecution contended would be supported by the evidence, and the speaker suggested that His Worship should keep these charges in mind while proceeding with the evidence, as he would then be in a position to see in what way the evidence related to these particular charges. The charges were that on September 14th, 1909, the defendant was entrusted with certain property, namely, the sum of \$26,218.04, money belonging to His Imperial Majesty the Emperor of China, in order that he might apply the same to the payment of such accounts as were payable by His Majesty in connection with the Canton-Kowloon Railway. On the same day he converted a sum of \$5,000, part of the said sum of \$26,218.04, to his own use and benefit. The next charge was practically the same in form: that he converted an amount of \$13,000 to his own use on January 3rd, 1909. The next charge was for converting a sum of \$4,000 on February 3rd. Then there was a general charge of converting a sum of \$21,326.44 during some period between December 7th, 1907, and May 2nd, 1909.

Mr. Douglas—Do I understand that the \$21,000 between those dates is made up of sums represented in those three charges?

Mr. Looker—No, it is a separate matter altogether.

Mr. Douglas—So that the total amount is \$43,000 odd?

Mr. Looker—Something like that. Proceeding, Mr. Looker stated that for the purpose of construction of the Chinese section of the Canton-Kowloon Railway the Chinese Government borrowed a sum of one and a half million dollars, through the agency of the British and Chinese Corporation, and a loan agreement was entered into which set out the terms of the loan and generally provided for the construction of the railway. Mr. Looker produced an official copy of the loan agreement, which, he said, was made between the Waiyuan, under the authority of Imperial decree, of the one part, and the British and Chinese Corporation of the other part. His Worship would see by the agreement that the proceeds of the loan were to be used for the construction and equipment of the railway. In Article 1, the reason and issuing of the loan were provided for. The speaker would show later on that a copy of this agreement was in the possession of the defendant, and necessarily so in the course of his duties as British accountant-in-chief. He mentioned this because there were various portions of the agreement which tended to set out what the defendant's duties were, and in what way the proceeds of the loan were to be applied.

Article 4 provided that the bonds were to be raised in England and kept in England, and from time to time in accordance with the requirements of the railway certain portions of the amount raised were transferred to Hongkong and placed in the Hongkong and Shanghai Bank to the credit of construction account for the exclusive purpose of constructing the railway. The last paragraph provided that account of monies spent from time to time in England, and the amount of money spent on construction and for other purposes, should be reported to the Viceroy for the information of the Waiyuan. From the concluding paragraph of Article 4 it would be seen that it was provided by the loan agreement that accounts of money spent from time to time in England, and money transferred for the credit of construction and other accounts in China, should be submitted quarterly to the head office. Those accounts, in the ordinary course of events, were to be prepared and submitted by the British chief accountant. The prosecution would prove that although the defendant got out quarterly accounts of the construction account in the Hongkong and Shanghai Bank, he did not get out any other quarterly accounts, whereas he should have got out quarterly accounts of every account in China. Paragraph 3 of Article 6 provided for the duties of the British chief accountant. Account of receipts and disbursements on railway construction were to be kept in English and Chinese under the direction of the chief accountant, and all receipts and payments were to be certified to by the same person and authorised by the Managing Director. Under that clause it was provided that the chief accountant's duties were to organise and supervise accounts, receipts and

disbursements. The only other document of this description in the case was the defendant's agreement. Under the loan agreement it was necessary to employ a British chief accountant to supervise and organise the accounts of the railway. Mr. Looker put in an original copy of defendant's agreement, which was signed by the defendant, the Chinese authorities, and by the British and Chinese Corporation. That agreement was made between His Excellency the Viceroy of the first part, the British and Chinese Corporation of the second part and the defendant of the third part. The fourth clause was of some importance, in view of the events which had happened. It stated that the defendant should not, on any pretence whatever, absent himself from duty, without permission from head office. The defendant could have been under no possible misapprehension as to what his duties were regarding the disposal of monies which came under his control in connection with the railway. It must have been quite clear to him that he had no right or authority to pay railway monies to anybody except persons to whom, under instructions from head office, he was directed to pay such monies; to persons who were entitled to such monies by virtue of services performed or materials and goods supplied to the railway. It must have been quite clear to him that he had no right or authority under any circumstances to apply railway money to other than railway purposes. The next material clause was Clause 9. According to that the defendant was to be paid a salary at the rate of \$600 a year sterling, payable in Hongkong currency, half at the rate of a 2/- dollar, and half at the prevailing rate of exchange of the day. The whole or any part of the defendant's salary was to be payable as he directed, in China or London, and the speaker would show that out of a salary of £50 a month £40 was paid in London, so that the only portion paid here was the balance of £10. In addition to this he had his house allowance of \$130 a month, until a house was provided. Up to the time defendant left Shanghai recently no house was provided, and his house allowance was paid him. Therefore the actual amount of salary and allowance paid him here was £10 payable in Hongkong currency and \$130 house allowance, and, roughly speaking, that would amount to \$246 a month according to the rate of exchange. As a very large number of payments for work had to be made in local currency, His Excellency Wai Han, the managing director, decided as a matter of convenience to establish a railway account in Canton at the International Banking Corporation. That account was known generally as an "impress" account, a term well known in railway construction. This account was sub-divided into two other accounts, one of which was known as the Hongkong currency account, and the other as the local currency account. The method of paying local currency accounts was for the defendant to issue the necessary cheques, get His Excellency to sign them, and then transfer the amount to the credit of the Hongkong currency account. The local currency accounts at the International Bank, Canton, were under the sole control of the defendant, and he was authorised to sign cheques on them in his own name. They were under his control to be utilised for the purpose of various accounts on the railway. The accounts came under various classes. First of all there were payments for purchases of land, then from time to time contractors and workmen on the railway had to be paid money for work done and material supplied. Money also had to be paid for stores, and in addition to the "impress" account at the International Bank in Canton each district engineer had to be supplied with funds to make his own local payments. Also from time to time various contracts were entered into for the supply of materials or labour, for which from time to time payments had to be made, and in addition to that there were the ordinary current expenses at the office. Mr. Grove, as engineer-in-chief, was the person responsible for the economic and official construction of the railway. As a matter of fact, His Excellency deputed to Mr. Grove the whole of the control of construction and equipment. The only thing His Excellency attended to in person was the purchase of Chinese land. The defendant had no authority to make payments unless the accounts were initiated by Mr. Grove. The only accounts he was authorised to pay on his own initiative were current office expenses. His salary was roughly \$650 a month, \$40 of which was drawn at home and the remaining £10 was also remitted. Therefore, the only money he had to provide for current expenses here appeared to be his house allowance of \$130, and even if at all times he did not remit the £10, the total would not be more than \$240. The defendant's private pass book at the International Bank from December 7th, 1909, to August 31st, 1909, showed a total sum of \$55,000 paid into his own account. He was in receipt of a salary and allowances, which, if he paid all of it into his credit, would amount to something like \$650 a month, while his payments in on the average amounted to \$2,300 a month.

Mr. Douglas—If the case for the prosecution rests on the defendant's private account it rests nowhere at all. I would suggest that unless it is absolutely necessary, this subject should not be opened up.

Mr. Looker—It was not resting his case on that. The exact payments were only part of the case. He was putting forward such facts, which in relation to other facts put forward, would have to be taken into consideration by whoever had to determine the question of defendant's innocence or guilt. The prosecution found, after investigation of the railway accounts at the International Bank, that on three separate occasions the defendant had drawn out as he was authorised, from the International Bank Hongkong currency account, three separate cheques for \$5,000, \$13,000 and \$4,000, and subsequently paid these cheques into his own

private account. Later he paid practically the whole of this money away to parties who had nothing whatever to do with the railway. The speaker would establish that at this time the balance of defendant's private account was not sufficient to meet these cheques. Somewhere about the end of last year Mr. Grove came to the conclusion that the accounts were not being kept in a regular manner and the result was that an audit was authorised. The fact of this audit was communicated to the defendant on August 6th. It was to have started on the 10th, but the defendant stated that the accounts could not be written up till the 31st of that month. Consequently the starting of this audit was postponed until the date mentioned, when it was carried out by the gentleman in charge of Messrs. Lowe, Bingham and Matthews, accountants and auditors of Hongkong. On the evening of September 2nd the defendant left the Shamen. Before he left he obtained no official permission to go, nor did he officially notify anybody that he was going except in such a manner that it only reached his superiors after he left. It was not suggested that the defendant made any secret of his going, because it was not known in Canton days before that he was going. It would be established further that a few days prior to his leaving he had a conversation with Mr. Power, the sub-accountant, during the course of which he mentioned that he was going to Japan for his health. Mr. Power suggested that it was rather an awkward time to go while the accounts were being audited, as the defendant was the only man who knew anything about them. Mr. Wright replied that he had to go, and he did go. On Thursday, September 2nd, Mr. Grove asked the defendant if he was going away, and he said he was. Mr. Grove told him that he should first of all get His Excellency's permission, and leave the accounts written up and in order. Defendant promised to do this, and said he expected to leave Shamen on Friday evening. He left his office at 2.30 p.m. on Thursday afternoon and did not return. He, however, sent a letter to H. E., the managing director, informing him that he was obliged to leave, and enclosed in the envelope a doctor's certificate.

Mr. Looker said the charges were of such a serious nature that the case should be sent to the Supreme Court at Shanghai to be tried before a jury. He submitted that it was a case in which the ends of justice necessitated that the defendant should be sent for trial.

His Excellency Wai Han was the first witness. He deposed to being the managing director of the Imperial Chinese section of the Canton-Kowloon Railway, being appointed in July, 1907, by H. E. the Viceroy. The railway was being constructed by the Chinese Government by means of a loan which was obtained through the British and Chinese Corporation. Mr. Grove's main duties were to supervise the construction details of the railway, and defendant's duties were to organise the system of accounts. Defendant reported to witness on railway accounts. A construction account was opened at the Hongkong and Shanghai Bank at Hongkong. Cheques on it were signed by witness and defendant. Defendant used to present various cheques of various amounts for signature. Witness did not authorise the defendant to pay cheques to Tai Lee, Mr. E. C. Wilks, and Captain Walcott.

Mr. Douglas at this stage said he understood that His Excellency's evidence would not be available if the case came on for trial, as he intended leaving China. As it was also the first time on which he had been made acquainted with the charges, he would apply for an adjournment.

The Court rose until after tiffin.

On the Court resuming Mr. Douglas cross-examined H. E. Wai Han. He said that Mr. Butler Wright's action in leaving the Shamen was a breach of his agreement. When he read the letters written by Mr. Butler Wright in September he believed that they required an answer, but thought the defendant should have waited an answer before leaving. Witness heard by telephone that Mr. Wright had left, and called on Mr. Grove to ask him if it was true. Mr. Grove said it was.

What did you do next?—No answer.

Who went to the Consul? you or Mr. Grove?

I don't know.

Do you know if anyone went to the Consul that morning or on that day?—No.

Then any information laid was not laid with your authority?—No.

And in its inception this prosecution was Mr. Grove's?—Yes.

Are you aware of Clause 7 of Mr. Butler Wright's agreement?—Yes.

After reading that don't you think he's entitled to absent himself from Canton for three or four weeks if sick?—Yes, but at audit time he should be away only two or three days.

You're told that it was with your agreement Mr. Butler Wright had funds in the International Bank at Canton?—Yes.

Was it not an arrangement with the defendant?—Yes.

Do you know that Mr. Grove was instrumental in having the "impress" account opened in Canton?—I don't know anything about it.

I believe I'm right in saying that the agreement prohibits accounts being kept in any other bank than the Hongkong and Shanghai Bank?—Yes.

Proceeding, witness said that the British and Chinese Corporation had expressed an opinion that funds should be kept in the Hongkong and Shanghai Bank.

I'll put it to you the account in the International Bank was not strictly speaking a railway account at all?—How can you say that?

I believe you always paid for purchases of land from the construction account at the Hongkong and Shanghai Bank?—That is so.

You asked the accountant from time to time for so much money for land purchases?—Yes.

And you got from him in cheques fairly large sums?—Yes.

Do you remember the largest?—\$100,000.

Where was that put?—In the bank.

In whose name?—In mine.

Have any of those sums ever been transferred to any other person or account than the vendor of land?—No.

I put it to you that this system of getting money in advance was done for convenience?—What do you mean by convenience?

Convenience in working.—It was the only way of working.

Continuing, the witness said it would be equally inconvenient for Mr. Butler Wright to go to him for his signature for each individual account paid out by him under the railway construction account. The questions of paying railway accounts were left to and organised by Mr. Wright. Witness was on good terms with the defendant, and had always found him a satisfactory person to deal with. Witness remembered when they wished to realise \$500,000 in London, but they could not come to terms, the reason being that the Hongkong and Shanghai Bank would not give a T/T rate. He consulted Mr. Butler Wright on the subject. With that one exception all transfers had been made at T/T rate. The railway accounts were balanced quarterly, and every item drawn from the construction account was accounted for in such quarterly account. The International Bank account was fed from the construction account. The audit spoken of was the first directed to take place on the railway. Witness could not say whether the Hongkong and Shanghai Bank refused to open an account in local currency.

In re-examination witness stated that when he received defendant's letter stating that he wished to go away he communicated with Mr. Grove. When he knew that Mr. Grove was issuing the warrant for the arrest of the defendant he did not repudiate it. The balance sheets of railway accounts only showed the balance, but did not show details.

Mr. F. Grove, British engineer-in-chief of the Canton-Kowloon railway, Imperial Chinese section, stated that his duties consisted of looking after the construction and equipment of the line in as economical a manner as possible. Witness was responsible for the correctness of the amount paid out with regard to contract work, materials, etc. Defendant's duties were to control and supervise the accounts department. As accountant he was in supreme control of that department, under the supervision of His Excellency Wai Han. Defendant was also responsible for the clerical correctness of the accounts. Certain contracts entered into by district engineers, other purchases of material, and other payments on loan contracts could be paid by the chief accountant himself in anticipation of approval. Before paying contracts defendant required recognised authority. The head office was under the supreme direction of H. E. Wai Han, but he allowed witness to have full control of the construction staff and equipment of the railway. It was necessary for witness to see how expenditure was progressing, having regard to the railway estimates. He was responsible for the quantity of construction. Apart from payments witness was directly responsible for, there were payments made to His Excellency in connection with the purchase of land. Some of the accounts for construction and equipment were payable in Hongkong, and some in Canton currency. The amount paid in Canton currency has lately averaged about \$100,000 a month. A construction account was started in the Hongkong and Shanghai Bank, and later an "impress" account vested in the name of the chief accountant. Witness understood the "impress" account was started for the purpose of paying local accounts in Canton currency. The difference in exchange between Canton and Hongkong currency averaged about six per cent. in favour of Hongkong. All his estimates were made in Hongkong currency, and he also estimated that as far as payments were concerned \$45,000,000 would have to be paid in Canton currency. Assuming that the total expenditure was \$5,000,000, six per cent. on that would be \$240,000, which was roughly the saving on the estimate. The suggestion to audit the accounts emanated from witness to the Corporation. He made the suggestion confidentially in the early part of 1909, if not in the early part of 1908. Various reasons led him to recommend this audit, which was finally decided upon at the end of last August. At the end of June witness asked defendant for the bank balances. He referred specially to the construction in the Hongkong and Shanghai Bank, and believed he mentioned the International Bank. Witness wished to check remittances from England, and to satisfy himself that the work was properly accounted for. On September 1st witness heard a rumour that defendant was going away. On the following day he asked defendant if it was his intention to take leave, and defendant replied that it was. Witness raised no objection so long as he got permission and handed over the books and accounts to the assistant accountant in a proper manner. On September 3rd witness was handed a pass book purporting to be Mr. Butler Wright's private account. He found a number of large credits and payments, the payments being especially suspicious in appearance. Witness referred the matter to the manager of the International Bank for an explanation. Information received afterwards on one of the payments corrected the impression he had made. Apart from large payments, there were several other payments in defendant's account which appeared to be suspicious, having regard to the fact that defendant drew the larger part of his salary in London. With the exception of an interest in a patent medicine, witness had no knowledge that the defendant had any private means. Witness first referred the matter to the British Consul, and after discussing it with him, referred it to the British and Chinese Corporation, who told him to take out a warrant.

The case is proceeding.

NEW FACTORIES FOR ENGLAND.

FOREIGN FIRMS SPEND £500,000.

The Patents Act has been in full operation in England for one year, and English manufacturers may themselves many happy returns. As time goes on, the excellent effects of Mr. Lloyd George's measure—hailed with surprise and pleasure by Tariff Reformers—become more and more apparent. Briefly the Act compels the foreign manufacturer who holds a patent in England to come there to work it if he wants to retain his rights. If the "article or process is not manufactured or carried on in the United Kingdom" to an "adequate extent," any person may apply to the Comptroller of the Patents Office for the revocation of the patent.

So far sixty-nine applications have been received under this all-important Section 27 of the Act.

In one or two instances in which applications for revocation were made there were withdrawals, and several cases are still under consideration.

But eight patents have already been revoked, and in various directions foreign firms are bestirring themselves lest similar orders should be made against them.

In a few instances arrangements have been completed with English firms for working the patents, but many important German and American firms, anxious to retain their English rights, are erecting works in the United Kingdom. Usually the sites chosen have been near London or Liverpool. In the neighbourhood of Southall there has been a remarkable development during the year, new factories having changed the aspect of the locality completely, while the same is true of the recently rural districts in Cheshire adjacent to Port Sunlight.

An export in factory property, Mr. Farmer, of the well-known Gresham Street firm of Leopold Farmer and Sons, gave an evening News representative some striking figures showing how the Act has worked.

Mr. Farmer has gathered details from twenty-four firms who have installed themselves in this country, and careful estimates show that these firms alone have spent close upon half a million pounds.

The figures are as follows:

Acquisition of land and premises .. £130,650

Expended in erection of buildings .. £180,750

New plant and machinery .. £163,792

Total .. £475,192

The patents concerned range over a wide field—from suction gas to patent foods, and from safety razors to penny-in-the-slot machines.

Many of the foreign firms have found England a better distributing centre for the overseas states than their own country, and many further important factory schemes will be carried out in the coming year.

"We cannot say that twice as much will be spent next year as this year," said Mr. Farmer, "but this tendency will be continued, and it must be apparent that the erection of these factories has given a much-needed stimulus to the building trade in many places."

I have not been able to obtain even an approximate estimate of the number of additional jobs which have found employment either with the foreign firms or with English firms who have extended their premises in order to work foreign patents, but they must at least have been some thousands.

"Undoubtedly the Act is proving a great benefit, then, to the British working man, and with every prospect of the benefits being increased as time goes on and other firms have to conform to the Act."

It is stated that some 30,000 existing British patents are held by foreigners.

THE DEATH OF MR. TOM MCKAY.

Mr. Tom McKay, who for many years had been the general passenger agent in the East of the San Francisco Overland Route, died in San Francisco on the 15th inst.

Of the details of his early life (says the *Japan Gazette*) there are few available, but it is believed that Thomas Dobbin McKay was born in North Mississippi some 62 years ago, and entered the service of the local railroad as a train-boy. Even in this humble department the extraordinary energy and "get there" of the youth attracted attention, and he was promoted on one occasion against the recognised pride of the eastern railway "peasant-butchers," as train-boys were then called, with the result that "Tom's" success in selling books, etc., completely eclipsed that of his rival who was there and then disposed. That was typical of McKay's subsequent career. Always alert, most indefatigable in reaching out for business and loyal to his interests of his employers, he won recognition and made friends everywhere, and was steadily advanced to posts of greater responsibility. His peculiar talent for attracting the favour of strangers of all classes at a first meeting settled his ultimate line, and the train-boy became one of the best known and most successful canvassers for the passenger business in Western America. Perhaps he attained his zenith in San Francisco in the eighties and nineties, when he was working for the Burlington. He obtained by political means the post of Assistant Emigration Agent, giving him special privileges and facilities for boarding all incoming steamers ahead of everyone else, and through this and other similar means succeeded in securing the patronage for his lines of the greater proportion of the east-bound travel. His methods, known in the East, were largely his own. His figure, tall and spare, and his handsome features and, latterly, silvered hair, were always to be found where travellers congregated. Always faultlessly attired, with a special regard to jewellery, and provided with a fund of conversation or narrative, he was quietly welcomed as an acquisition, as well as a "character." While he specially affected the company of men exhibiting a genial bonhomie accompanied with lavish expenditure for entertainment, he also devoted much attention to the ladies of any party, treating them with deferential courtesy, and making them pretty or valuable presents. Japanese fans, silk handkerchiefs embroidered with the American and Japanese flags, etc., boxes of candies, accompanied with dainty railroad "literature," etc., were among his favourite gifts to the fair sex, and he was always ready to take trouble for them and execute their commissions. His native abruptness and somewhat erratic "gift of the gab" were rarely resented or failed ultimately to amuse and bring business. In fact, with the passing of "Tom" McKay the transportation companies' passenger department losses probably the most successful passenger canvasser it ever had, and the public a unique character. In private life he was a good friend and devoted to his relatives, of whom he lost the nearest—a sister in Nevada—not long ago. That sister's daughter was his nearest relative at the time of his death. It is a relief to his friends that since the end had to come it came in America, where "Tom" was assured every attention that money could buy, and after a strenuous life, latterly lived much among foreigners, finally entered into rest in the home-land he loved so well.

HAD ECZEMA FORTY YEARS

Off and On—Mass of Small, Watery Spots Came on Hands, Feet, Legs and Head—Irritation was Fearful—Sought Different Doctors and Skin Hospitals in Vain.

FOUND "WONDERFUL" CURE IN CUTICURA

"I have suffered off and on with eczema for forty years in my hands, feet, legs and head. I always came in a mass of small spots and a considerable quantity of watery matter used to come from them. I have been under many different doctors and in different hospitals for the treatment of the skin (in one for sixteen weeks and it only got worse) but derived little or no benefit. Last year I commenced using the Cuticura Remedies. The first tin of Cuticura Ointment began to heal the eruptions and gave me great relief from the fearful irritation. Since then I have used two more tins of Cuticura with Cuticura Soap and Pills and am quite well which, considering the German name of the fearfully irritating disease, I consider wonderful. I can candidly say the Cuticura Remedies alone were the only things that cured me. I have already persuaded one of my friends to give them a trial, and shall continue to recommend them. Too much can never be said in Cuticura's favor. Mrs. Mabel Spencer, 9 New St., Covent Garden, London, W. O. Eng., July 10 and Sept. 29, 1908.



Delights in the use of Cuticura Soap and Ointment in the preventive and curative treatment of cutaneous affections which torture and disfigure little ones and make life miserable for parents. No other remedy so safe, speedy and economical. Absolutely pure. Cuticura Remedies are sold wherever the British Empire is ruled. In Australia, N. Town & Co., 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.

54-7

M.C.C. TEAM FOR SOUTH AFRICA.

The names of the M.C.C. team who have been invited to tour South Africa this winter were announced after a meeting of the committee at Lord's last month.

So far, thirteen players are chosen, but another wicketkeeper will also have to be selected. Most of the players have provisionally accepted. It is to be hoped that all will see their way to make the trip, for the team is none too representative as it is. The thirteen are—

- *H. D. G. Leveson-Gower (Surrey) (capt.).
- *F. L. Fane (Essex).
- *G. H. Simpson-Hayward (Worcestershire).
- *Captain E. G. Wrayner (Hampshire).
- *M. C. Bird (Surrey).
- *Hobbs (Surrey).
- *Strudwick (Surrey).
- *Wooley (Kent).
- *Thompson (Northamptonshire).
- *Denton (Yorkshire).
- *Rhodes (Yorkshire).
- *Blythe (Kent).
- *Brackenham (Essex).

*Visited South Africa in 1905-6.

*Played for England this season.

PARVOUS ABSENTEES.

Although England and Wales together so many players in this year's Tests with Australia, only five came to make the trip. Sharp will be playing football, Albert-Relf is going to New Zealand as coach, Hayward, Tidy, Hirst, Hayes, Barnes and others have evidently had enough of touring, while several prominent amateurs—such as Warner, Spooner, Jones, and Hatching—are not there.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 6th Ed. Teller's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

IN MERCHANT'S OFFICE, JUNIOR CLERK. British youth just leaving school—preferred. Knowledge of shorthand desirable.

Apply to—**MERCHANT.**
Care of "Daily Press" Office.
Hongkong, 28th September, 1909. [1249]

WANTED.

WANTED by German Firm. COM. PETENT BOOKKEEPER and GENERAL OFFICE ASSISTANT. Apply by letter stating full particulars to—
A. B.,
Care of "Daily Press" Office.
Hongkong, 28th September, 1909. [1252]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOI.

THE Steamship

"GREGORY APCAR."
Captain S. H. Benson, will be despatched for the above Ports on SATURDAY, the 2nd Oct., at Noon.

This Steamship has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN
(Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip, \$120.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 28th September, 1909. [1251]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRISLES, to RED SEA, BLACK SEA, LEBANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA."
Captain Cebel, will be despatched as above on or about the 25th October.

This Steamship has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to
SANDER, WIEBER & Co.,
Agents.
Princes Buildings.
Hongkong, 28th September, 1909. [3]

FROM EUROPE.

THE H.A.L. Steamship

"BELGIUM."
Capt. Hildebrandt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-Day.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd October, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th September, 1909. [1247]

S.S. "SYDNEY."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London

as, e.g., "Frederic Morel" from Bordeaux, in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-Day, at 3 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining undelivered after MONDAY, the 4th Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th Oct., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 20th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPAGNE,
Agents.
Hongkong, 27th September, 1909. [2]

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY), the 28th September, 1909, at 2.30 p.m., at "ELANDON," 56, Mount Kellett, The Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Also, A QUANTITY OF FLOWERS IN POTS. Particulars from Catalogue, which may be had on Application.

Terms—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th September, 1909. [1250]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitomes of the Week's News.

Leading Articles:

The Liquor Tax in Hongkong.

The Polar Discovery.

Liquor Law Misconceptions.

Change and Progress in China.

British Imperialism.

Badminton Matches.

Hongkong News.

The Typhoon at Foochow.

Feared Loss of H.M.S. "Clio."

Reported Wreck of a Small Steamer.

Government House.

Marriage of Mr. Hancock.

The Railway Sensation.

Canton News.

The New Territory Murder.

The Kowloon-Canton Railway.

Hongkong Legislative Council.

Transcendental Realities.

The Import Tax on Intoxicating Liquors.

Liquor Law in Operation.

Sir Edward Grey and the Opium Traffic.

Hongkong Cricket Club Open-air Concert.

Notes from Japan.

Macao Notes.

Company Reports:

The Douglas Steamship Co., Ltd.

The Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.

Company Meeting.

The Yokohama Specie Bank.

The Opium Comedy.

Honesty and Nationality.

Supreme Court.

Shipping Notes.

The Pan-Anglo-Siam Thank-Offering.

Aeroplane for Siam.

Chartered Bank Dividend.

Correspondence:

The Unofficial Members of Council and the Import Tax.

The New Liquor Duties.

The Liquor Tax.

The Interport Carnival.

Local Sport.

Cricket Notes.

Far Eastern Telegrams.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent in, including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 28th September, 1909.

FOR SALE.

DERRINGTON, PEAK ROAD No. 3.

For Particulars apply to—
C. SCHÖTTER,
King's Buildings, 111th.
Hongkong, 1st September, 1909. [1140]

FOR SALE

BY

PRIVATE TREATY

THE STOCK IN TRADE OF THE NAGASAKI HOTEL COMPANY, LIMITED (IN LIQUIDATION).

Comprising—

Electric Light Plant, Refrigerating Machine, by J. & E. Hall Ltd.; Beds, Wardrobes, Dressing Tables, Washstands, Sofas, Piano (Challen & Son), Sideboards, Carpets, Curtains, Toilet Sets, Linen, Kitchen Utensils, 2 Billiard Tables, by Burroughs & Watts; Sets of Billiard and Pyramid Balls, Cues, Cutlery, Glassware, Silverware, etc.

The above will be sold in LOTS to suit purchasers' requirements.

ALSO

THE THREE-STORY BRICK BUILDING Engine-house, Servants' quarters, etc., to be removed upon term to be agreed.

For further particulars apply to
P. J. BUCKLAND,
Liquidator,
No. 7, Onra, Nagasaki.
Dated Nagasaki, 8th September, 1909. [1235]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

JUST LANDED

A LARGE ASSORTMENT OF LADIES' & GENTS' BOOTS & SHOES.

A. TACK & CO.,
PHOTO-SUPPLIES.
25, DES VUEX ROAD, CENTRAL.
Hongkong, 20th August, 1909. [37]

NOTIFICATIONS

NOTICE.

THE DRAWING OF 60 DEBENTURES of the CIVIL GUERRA, Payable on THURSDAY, the 30th September, 1909, will be held at the Club, at 5 o'clock TO-MORROW (WEDNESDAY), the 29th September, 1909. Bearer of Debentures are invited to attend the Drawing.

For the Committee,
J. C. KITZMANL,
Hon. Secretary.
Hongkong, 22nd September, 1909. [1228]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held in the Club Pavilion TO-DAY (TUESDAY), the 28th Sept., 1909, at 5.15 p.m.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 28th September, 1909. [1222]

HONGKONG CLUB.

NOTICE.

THE SIXTEENTH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue \$100.00 each) was held in the Hongkong Club House on SATURDAY, the 18th September, 1909, when the following Debentures were drawn for Redemption:

42	425	875	1186	1676
43	426	876	1187	1677
71	501	952	1277	1722
76	524	953	1420	1744
113	526	976	1445	1753
129	545	995	1468	1780
157	576	1024	1477	1804
186	580	1033	1500	1812
257	601	1049	1513	1853
272	740	1032	1520	1898
341	803	1067	1524	1908
364	832	1068	1550	1950
376	836	1120	1596	1996

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on THURSDAY, the 30th September, 1909, in exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 18th September, 1909. [1219]

HONGKONG FOOTBALL CLUB.

THE 25th ANNUAL GENERAL MEETING will be held on THURSDAY, Sept. 30th, 1909, at the Office of Messrs. JARDINE, MATHESON & Co., at 5.30 p.m.

Business. To receive report of Committee for Season 1908-1909, elect Officers for Coming Season, and transact General Business.

HERBERT L. O. GARRETT,
Hon. Secretary.
Hongkong, 22nd September, 1909. [1229]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, 1909, at 12 o'clock Noon, at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909. [1214]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, at 12.15 p.m., at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a Notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909. [1215]

NOTICE.

MAN SHING CHEONG, of No. 36, Lyndhurst Terrace, Dealers in Foreign Goods and Furniture, hereby beg to notify the public that all Deposits, Loans, Guarantees, Orders, Indents and Other Business Transactions must be signed by LAU HOK CHEONG and chopped with the chop of MAN SHING CHEONG before they can be recognized as genuine, otherwise, whosoever conducting any of the above transactions must be held personally responsible and it will not concern this Shop. This Special Notice is made with a view to avoiding future misunderstandings.

Dated the 4th day of the 8th Moon of the 1st year of Sun Tong. [1240]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to ST. ANDREW'S SOCIETY are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$20. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,
Hon. Secretary.
Hongkong, 7th September, 1909. [1174]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address—**"GOOD VIEW,"**
Care of "Daily Press" Office.
Hongkong, 14th September, 1909. [50]

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS:

DAI NIPPON KAISHA.

[1123]

PUBLIC COMPANIES

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909, at 4 o'clock in the afternoon, when the subjoined resolution will be proposed.

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened.

RESOLUTIONS.
That the Articles of Association be altered in manner following—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty."

(b) In Article 86 the word "Three" shall be substituted for the word "Ten."

NG LI HING,
General Manager.
Dated the 14th day of September, 1909. [1205]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET.

NO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—
H. M. H. NEMAZEE,
9, Peddar's Hill.
Hongkong, 14th August, 1909. [1073]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1909. [1035]

TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchoi Road.

Apply to—
REUTER, BRÜCKELMANN & Co.
Hongkong, 20th September, 1909. [911]

OFFICES TO LET.

2 ROOMS on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—
JOHN D. HUMPHREYS & SON,
Alexandra Buildings.
Hongkong, 6th September, 1909. [1171]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kullang, the beautiful Summer Resort and Sanatorium, near Foochow, to be let, fully furnished; for the whole season. Apply to Office of this paper for references.

Foochow, 22nd May, 1909. [794]

TO LET.

NO. 153, PRAYA EAST.

Apply—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd September, 1909. [1232]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"BRANER BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

HOUSES IN LYEMOON VILLAS, Kowloon.

Apply to—**ARRATON V. APCAR & Co.,**
14, Des Vieux Road.
Hongkong, 24th August, 1909. [399]

SHIPPING.

ARRIVALS.

CHIN HUA, British str., 1,348, J. Speed, 25th Sept.—Shanghai 23rd Sept., General—Butterfield & Swire.

CHOSUN MARU, Japanese str., 1,301, T. Suga, 27th Sept.—Swatow 26th Sept., General—Osaka Shosen Kaisha.

KAIYUKU MARU, Japanese str., 1,903, S. Suda, 27th Sept.—Moi 20th September, Coal—Mitsui Bishi Goshi Kaisha.

KWANGTAN, Chinese str., 1,369, W. H. Lum, 27th Sept.—Shanghai 24th September, General—C. M. S. N. Co.

POLYNESIAN, French str., 3,562, Broc, 26th Sept.—Yokohama via Shanghai 24th Sept., General—Messageries Maritimes.

RUBI, British str., 1,519, B. W. Almond, 27th Sept.—Manila 25th September, General—Shewan, Tomes & Co.

RYGA, Norwegian str., 2,492, Spensden, 26th Sept.—Portland, Sugar—P. A. S. S. & Co.

SVERIG, British str., 1,100, Shotton, 27th Sept.—Manila 25th Sept., Flour—Doddwell & Co.

SYDNEY, French str., 2,498, Costa, 27th Sept.—Marseilles 29th August, Mails and General—Messageries Maritimes.

TACOMA MARU, Jap. str., 6,173, H. Yamamoto, 27th Sept.—Shanghai 23rd Sept., General—Osaka Shosen Kaisha.

TRIUMPH, German str., 767, Jacobsen, 27th September—Swatow 26th Sept., Ballast—Jensen & Co.

UNDA, British str., 897, Fretwell, 26th Sept.—Pulo Sebelan 15th and Singapore 20th Sept., Kerosene—Geo. McElin.

YAMATO MARU, Japanese str., 2,366, T. Sakine, 27th Sept.—Molokai 1st Sept., General—Nippon Yusen Kaisha.

ZWEENA, British str., 941, A. Ramsay, 26th Sept.—Newchwang 19th Sept., Beans—Yuen Fat Hong.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
27th September.

Balgravia, German str., for Shanghai.

Chilli, British str., for Cebu.

Chitoyang, British str., for Tientsin.

Polynesian, French str., for Europe, &c.

Tango Maru, Japanese str., for Shanghai.

Thetis, Norwegian str., for Bangkok.

Unda, British str., for Shanghai.

Yokohama, British str., for Shanghai.

Zweena, British str., for Singapore.

DEPARTURES.

27th September.

CHIN HUA, British str., for Canton.

CHOSUN, German str., for Bangkok.

HONGKONG, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Zweena* reports: Strong E.E. winds and heavy sea.

The British str. *Suvero* reports: Experienced fine clear weather, moderate to fresh N.E. wind and smooth sea.

The Chinese str. *Kowloon* reports: Light and moderate E.W. to N.E. winds with clear and fine weather throughout.

VESSELS IN DOCK.

September 27th.

ABERDEEN DOCK.—
KOWLOON DOCK.—On Lee, H.M.S. *Sandpiper*.

COSMOPOLITAN DOCK.—
TAKOO DOCK.—St. Enoch, Ningpo, Macheu, Suverie.

VESSELS PASSED ANKER.

August 27, British str. *Harlow*, from Newport for Manila.

August 31, British str. *Clifton*, Warley, from Colombo for Batavia.

Sept. 2, Dutch str. *Gede*, de Baar, Sept. 2, from Batavia for Rotterdam.

Sept. 4, Dutch str. *Sindora*, Githrie, from Rotterdam for Batavia.

Sept. 5, British str. *Rajah*, MacLennan, from Colombo for Sourabaya.

Sept. 6, British str. *Clarendon*, Ena, from Sourabaya.

Sept. 7, Norw. str. *Solveig*, from Norfolk (V.A.) for Manila.

Sept. 8, British str. *Ula*, from Colombo for Besocki.

Sept. 8, British str. *Islander*, Deans, Sept. 6, from Singapore for Christmas Island.

Sept. 10, British str. *Neslor*, Borna, Aug. 7, from Liverpool for Batavia.

Sept. 11, Dutch str. *Tantale*, Kondenburg, from Liverpool for Batavia.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
"SUGA" ... On 4th Oct.

FOR BOSTON AND NEW YORK.
"ATHOLL" ... About 16th Oct.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 16th September, 1909. [1193-112]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from Hongkong for Bombay, &c., on SATURDAY, the 2nd October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOLTAH," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on the 13th November, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 20th September, 1909. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	1	G. C. Cuddy	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct.
LONDON & ANTWERP	DELTA	Brit. str.	1	B. W. H. Snow	P. & O. S. N. Co.	On 2nd Oct.
LONDON & ANTWERP	NILE	Brit. str.	1	E. P. Martin	P. & O. S. N. Co.	On 2nd Oct.
LONDON & ANTWERP	LIBERIA	Ger. str.	1	Knaisel	HAMBURG-AMERICA LINE	On 31st Oct.
LONDON & ANTWERP	SPEZIA	Ger. str.	1	Wagner	HAMBURG-AMERICA LINE	On 31st Oct.
LONDON & ANTWERP	C. F. F. LAMIEZ	Ger. str.	1	Hilbrand	HAMBURG-AMERICA LINE	On 31st Oct.
LONDON & ANTWERP	NICO MEDIA	Ger. str.	1	Hilbrand	HAMBURG-AMERICA LINE	On 31st Oct.
LONDON & ANTWERP	CATHAY	Ger. str.	1	Hilbrand	HAMBURG-AMERICA LINE	On 31st Oct.
LONDON & ANTWERP	POLYNESIAN	Fr. str.	1	Broc	MESSAGERIES MARITIMES	On 31st Oct.
LONDON & ANTWERP	SHAGHAI MARU	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 31st Oct.
LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	1	J. Nago	NIPPON YUSEN KAISHA	On 31st Oct.
LONDON & ANTWERP	AMERICA MARU	Jap. str.	1	Deinat	NIPPON YUSEN KAISHA	On 31st Oct.
LONDON & ANTWERP	TRANQUER	Jap. str.	1	T. Murai	NIPPON YUSEN KAISHA	On 31st Oct.
LONDON & ANTWERP	MIYASAKI MARU	Jap. str.	1	H. Sato	NIPPON YUSEN KAISHA	On 31st Oct.
LONDON & ANTWERP	ASTORIA	Am. str.	1	H. Yamamoto	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	P. E. FEINDELMAN	Ger. str.	1	G. W. Eddy	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	ATROLO	Brit. str.	1	D. Loe	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	EMPEROR OF JAPAN	Brit. str.	1	T. Sekine	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	SVERIG	Brit. str.	1	H. Raegener	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	TAKEKAWA	Brit. str.	1	N. Nielsen	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	AKI MARU	Jap. str.	1	H. Fraser	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	TACOMA MARU	Jap. str.	1	T. Sekine	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	HONGKONG MARU	Jap. str.	1	Zwart	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHANGSHA	Brit. str.	1	G. Hooker	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	PRINZ SIGISMUND	Ger. str.	1	K. Mooney	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	YAMATO MARU	Jap. str.	1	Hilbrand	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	COBLENZ	Ger. str.	1	L. E. S. Spier, R.M.S.	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	HIMARU MARU	Jap. str.	1	R. Smith	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	YAMATO MARU	Jap. str.	1	S. H. Bolton	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	TIPOBATA	Jap. str.	1	H. Kirohner	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	KURICHOW	Jap. str.	1	Landell	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHUPHONG	Jap. str.	1	Brady	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	BEIGRAVIA	Ger. str.	1	V. Hoff	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHIN HUA	Brit. str.	1	Pander	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	J. B. Ferguson	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	HIMARU	Jap. str.	1	K. Sugi	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	TOKYO MARU	Jap. str.	1	Y. Kaburaki	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	GREGORY APCAR	Brit. str.	1	J. S. Koch	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	Evans	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	Hodgins	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	P. E. Rolfe	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	A. W. Outbridge	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	S. J. Payne	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	R. W. Almond	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	Pennafather	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	B. Rodger	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	F. Semblil	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	A. Mosher	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	E. J. Bull	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	T. Arthur	OSAKA SHOSHUN KAISHA	On 31st Oct.
LONDON & ANTWERP	CHOSUN MARU	Jap. str.	1	Evans	OSAKA SHOSHUN KAISHA	On 31st Oct.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON AND ANTWERP.

THE Steamship
"FLINTSHIRE,"
Captain G. C. Cuddy, will be despatched as above on 2nd October.
For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 23rd September, 1909. [1172]

Canadian Pacific Railway

FOR VANCOUVER.

THE Steamship
"SUVERIC."
FROM HONGKONG, SATURDAY, 2ND OCT.,
FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the
OCEANA ... 21st October.
KUMERIC ... 18th November.
AYMERIC ... 16th December.
SUVERIC ... 1910, 15th January.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates, freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO.,
Hongkong.
Hongkong, 22nd September, 1909. [1231]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-CHINA
STEAM NAVIGATION CO.'s fortnightly
service hence to CAIRO. Sailings from
CAIRO to CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898. [9]

COAL.

BUNKER COAL can now be supplied
from the Deep Coal of SARAWAK
GOVERNMENT MINES, at Labuan and Brokaton,
at Reduced Rates. Large stock always on hand.
Apply — SARAWAK GOVERNMENT
AGENCY, Labuan. Telegrams: May, Labuan.
[399]

LABUAN COAL.

NOTICE—THIS COAL can only be
obtained from THE LABUAN COAL
FIELDS CO., LTD., who are prepared to supply
FRESH COAL straight from the Mines
Steamers load at the Wharves. Quick despatch.
Telegrams: "Labor Labuan."
BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [1064]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	S. Shotton	On 2nd October.
OCEANO	4,657	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.
AYMERIC	4,363	J. Boyd	On 16th December.
SUVERIC	6,232	S. Shotton	On 13th January.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
HONGKONG, 23rd September, 1909. QUEEN'S BUILDINGS. 8

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITELFRIEDRICH" Capt. E. MALOROW	Wed. day, 6th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ RGT. LUITPOLD" Capt. H. KIRCHNER	About Wed. day, 6th October.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 6th Oct., at D'light
YOKOHAMA & KOBE	"CORLENZ" Capt. H. RAEGENER	About Saturday, 16th October.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Middle of October.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 27th September, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong	16th Oct.	From Quebec or St. John, N.B.
"EMPRESS OF JAPAN" SAT.	16th Oct.	"ALLAN LINE" FRIDAY, 12th Nov
"EMPRESS OF CHINA" SAT.	6th Nov.	"EMPRESS OF BRITAIN" FRI., 3rd Dec
"EMPRESS OF INDIA" SAT.	21st Nov.	
"EMPRESS OF JAPAN" SAT.	1st Dec.	"EMPRESS OF BRITAIN" FRI., 31st Dec
		"ALLAN LINE" FRIDAY, 28th Jan

The "EMPRESS" steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC or ST. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10
Intermediate (Steamers) ... \$43 .. \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STRAMERS	TO SAIL
MARSEILLES VIA PORTS	"POLYNESIAN" Capt. Broc	On 28th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lanolin	On 11th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE" Capt. Solier	On 12th Oct., 1 P.M.

Transhipping on the Co. Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPORIN, AGENT,
Queen's Building.
Hongkong, 15th September, 1909. 2

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAN, J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower-Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENZI.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50

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